

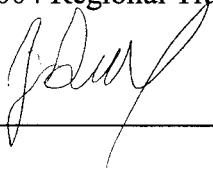
# REPORT

**DATE:** February 2, 2006

**TO:** Regional Council

**FROM:** Jessica Kirchner, Associate Regional Planner, (213)236-1983, kirchner@scag.ca.gov

**SUBJECT:** Conformity Determination and PEIR Addendum for the Amendment to the 2004 Regional Transportation Plan (RTP) and 2004 Regional Transportation Improvement Program

**EXECUTIVE DIRECTOR'S APPROVAL:** 

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## RECOMMENDED ACTION:

Approve the conformity determination and PEIR Addendum for the 2004 RTP/RTIP Amendment.

(TCC is recommending adoption of Resolutions 06-461-3 and 06-471-4)

## SUMMARY:

The EEC released the Draft PEIR and conformity determination for public review and comment on December 1, 2005. The public comment period closed on January 6, 2006. A public hearing was held at SCAG on January 5, 2006. The Transportation Conformity Working Group discussed the item on October 25, 2005 and November 22, 2005. Additionally, the RTP/RTIP Amendment will be discussed at a meeting a meeting of the Regional Transportation Agencies Coalition (RTAC) on January 18, 2006.

## BACKGROUND:

The Orange County Transportation Authority (OCTA) has requested that SCAG amend the 2004 RTP and 2004 RTIP to do the following:

- Replace the planned CenterLine light rail and Yorba Linda Metrolink Station projects with a combination of bus rapid transit, commuter rail, local shuttle, and carpool operation improvement projects, and
- Revise the scope of the SR-241/Foothill South toll road project.

The CenterLine and Yorba Linda amendments are requested to fulfill the TCM substitution process. Additionally, the CenterLine action is requested so that OCTA can redirect funds currently programmed for the CenterLine towards the replacement projects before such funds are lost due to the state's timely use provisions. The Foothill-South amendment is requested to facilitate action on a Record of Decision by the Federal Highway Administration.

SCAG received two written comments on the Draft Amendment and they are summarized below.

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Name, Organization, Address	Comments	SCAG Response
<p>Michael Brady</p> <p>California Department of Transportation DOTP-ORIP Air Quality/Conformity Coordinator</p> <p>mike_brady@dot.ca.gov</p>	<p>The "improve Orange Line Metrolink service" item should be described in a little more detail. What's the delivery timeframe and has BNSF/Metrolink been consulted? Does Metrolink and/or BNSF have the capacity to deliver increased service in that timeframe, and what was assumed in terms of increased service in the conformity analysis?</p>	<p>The Metrolink portion of the TCM substitution entails a 50% improvement in headways for both peak and off-peak service on the IEOC line between San Bernardino and San Juan Capistrano, and on the 91 line between Riverside and Union Station. The project description on page 2 of the Amendment has been updated to clarify this. All of the CenterLine substitution projects are assumed to be in place by 2010. OCTA is working closely with Metrolink to implement the TCM substitution (see Attachment E).</p>
<p>Dennis Wade</p> <p>Air Pollution Specialist California Air Resources Board Planning and Technical Support</p> <p>dwade@arb.ca.gov</p>	<p>The ratios to estimate the additional benefit of directing 20% of the vehicles to test only are: ROG 0.996, NOx 0.997. These are annual estimates for calendar year 2002 for the South Coast Air Basin.</p>	<p>SCAG has updated its calculation of NOx for I/M credit using the following: <math>1 - 0.997 = 0.003</math>, based upon the information provided by the Air Resources Board.</p> <p>The updated numbers for year 2002 are reflected on page 15 of the Amendment. The revisions do not change either the conclusions of the analysis or the conformity determination.</p>

## FISCAL IMPACT:

Funds for the RTP and RTIP development are included in the FY 05/06 Overall Work Program.